

## **Minutes of the Public Works Committee - April 28, 2005**

The meeting was called to order at 8:30 a.m. by Chair Manke who led the committee with the Pledge of Allegiance.

**Present:** Chair Richard Manke, County Board Supervisors James Behrend, Jim Jeskewitz, Karl Nilson, Rodell Singert, David Swan; **Absent:** Pete Gundrum

**Staff Present:** County Board Chief of Staff Lee Esler, Legis.Associate Sandra Meisenheimer

**Also Present:** Engineering Services Manager Gary Evans, WisDOT Representatives for Transportation District 2 – Dewayne Johnson, District Director–SE Region; Aileen Switzer, Planning Supervisor; Tony Barth, Highway Maintenance Supervisor; Thomas Longtin, State Program Engineer; Bob Johnson & Andrew Johnson of Waukesha Metro Transit, Public Works Business Manager Betsy Crosswaite, Budget Specialist Linda Witkowski

### **Read Correspondence**

Chair Manke addressed two letters from Dave Swan:

1. Letter from Village of Chenequa to all County Board Supervisors with a resolution attached supporting the development of a public boat launch at the Kuchler property and opposing the DNR proposed Kraus site on North Lake.
2. Letter from Town of Merton Chairman Richard Morris endorsing the Kuchler property as the best location for the North Lake public boat launch with a resolution endorsing same attached.

### **Future Agenda Items**

1. Manke – Highway K and the speed limit of 55 mph on Bristol Cone Pines.
2. Singert – discuss road project on Hillside in the Town of Lisbon as a comparison to Highway C.
3. Esler stated that at the last committee meeting he said the transit update would be on the 5/12 agenda. Because the North Prairie ordinance did come through as planned for this agenda, the transit update was scheduled instead.

### **Approve Minutes of April 21, 2005**

**Motion:** Behrend moved, second by Jeskewitz, to approve the minutes of 4/21/05. **Motion carried 6 – 0.**

### **Consider Proposed Ordinance: 160-O-005 Laying Out, Relocation and Improvement of County Trunk Highway U - Waukesha County Project, Project I.D. 03-2795(13) - Mill Creek Culvert Replacement - Town of Waukesha, Waukesha County**

**Motion:** Behrend moved, second by Jeskewitz, to approve Ordinance 160-O-005. Evans distributed colored maps. He stated that this is a right of way acquisition for the replacement of a culvert on CTH “U”. Sufficient funds of \$8,000 are included in the Culvert Replacement Program, Project 9817. **Motion carried 6 – 0.**

### **Consider Proposed Ordinance: 160-O-008 Laying Out, Relocation and Improvement of County Trunk Highway X - Waukesha County Project, Project I.D. 04-2791(17) – CTH H Intersection - Town of Waukesha, City of Waukesha, Waukesha County**

Evans stated that a little over \$10,000 is needed for the right of way on CTH “H”.

**Motion:** Behrend moved, second by Jeskewitz, to approve Ordinance 160-O-008. Behrend pointed out that there should be a fiscal note. Esler said he would check into it. **Motion carried 6 – 0.**

### **Status Update by WisDOT on Capital Projects in Waukesha County**

State transportation representatives (Dewayne Johnson, Thomas Longtin, Tony Barth, Aileen Switzer) were present to discuss on-going projects. A map and list of projects were previously distributed. Johnson said their name will change from District 2 to the Southeast Region at the end of May. What this means is that Fond du Lac County will go with the Northeast Region, which is headquartered out of Green Bay. All other counties will remain.

Barth discussed maintenance issues. He said everyone knows they have a relationship with the Waukesha County Highway Department who maintains the state highways/interstate highways in the county. There are a lot of preventative-type maintenance areas they'd like to do and if there was funding they would be, but right now they're focusing their efforts on safety. They will be doing some crack sealing on Highway 18 in the next couple of weeks between Highway 83 and the Jefferson county line and also in the City of Waukesha from Manhattan Drive out to the freeway. Esler asked where are you with highway stripping? It used to be a five-year program. Barth said he thought it was on a two-year cycle and is on-going. Johnson said they are doing epoxy pavement markings, which is longer lasting on some of the projects. They do try to get out there and maintain the markings.

Committee members related areas of concern. Swan commented to Barth that south of Avondale, where it comes into Highway 164 on the shared bike path, there is a raised metal cover in the middle of it (up 3-4 inches) which looks too high. Also, by the Village of Pewaukee water tower, there are 1 ½ foot deep ruts, which could easily be taken care of. Singert commented on the Highway 164/ES interchange north of I-43 and the left turn on 164. Singert said the timing of the left turn arrow is too short and should be lengthened. Nilson said on Highway 59 east of 164, a traffic light is needed at Springdale. Johnson said he'll check whether a signal is planned. As it stands now it will not be four lane all the way out because they've not come to a cost-share agreement with New Berlin or Town of Brookfield. Singert referred to the area where he lives -- Hi Lo Drive and I-43. He said east of Hi Lo Drive there is a curve in the road as it comes onto and over Hi Lo Drive to a bridge. The bridge is cracking into six inch pieces. That particular curve seems to be accident-prone and actually a man did die. He asked would you consider putting up a sign identifying the curve? Swan talked about the signal/arrow at Highway 100 and Capital Drive going north. The protected left turn and permitted left turn were discussed.

Switzer and Longtin reviewed, page by page, the previously distributed handout entitled "Waukesha County – FY 2005 to 2010." Switzer referred to the last two numbers of the Project I.D. number: 20 denotes buying land (real estate); 60 is maintenance type work but a construction project; and 70 is construction. Committee members asked questions and discussed issues as they pertained to each of the 75 projects. Esler asked what happened to the I-94 and Calhoun Road interchange? Switzer said at this point it is proceeding as a bridge replacement with future discussions pending with the City as to an interchange. Manke said there was a meeting regarding the Waukesha By-Pass with the City of Waukesha, the county and others. Were you there and what is going on? Johnson said they still have the same position. They need to see the town, city, and county come together. The missing piece to connect with the 59 by-pass needs to get through the environmental process. At that point they would talk about what the State's responsibility is. However, there is nothing new. If an agreement was reached today, the earliest it could be put in the program would be 2011 or 2012.

Swan said what bothers him is not having a good north/south route through the county, and it has for a long time. What should people use who want to go up north from this area? Johnson said in the Genesee/Genesee Depot area of Highway 83, people either use Highway 59 or they go south to I-43 or otherwise they go north to I-94. There isn't that continuous heavy demand going from I-43 to I-94 that would justify the traffic, and that's why it was decided to keep Genesee Depot as it is. Swan said that's because people don't want to go through those 25 mph right angle turns. It's the same thing with Chenequa. If there were a through route, the people would use it. Someone should bite the bullet and say this is going to be our north/south route. Manke said that the 25% cost share for the municipalities to pay for STH 83 between I-94 and STH 16 is not likely because of the numerous communities that are needed to contribute. It's a shame the lanes can't be added without the cost share.

The committee thanked WisDOT representatives for appearing. Johnson said they look forward to working with everyone down the road.

### **Annual Update on Mass Transit**

B. Johnson began with an explanation of existing routes. He referred to the transit schedules that were distributed. He stated that there used to be a Route 6 for Quad/Graphics, which served the New Berlin plant that has been closed. Fed Ex is using the plant now but is not interested in subsidizing a service so that route is gone as of 12/31/04. The only Quad/Graphics route now is Route 8 for Sussex/Pewaukee, which is a partnership between Milwaukee County, Waukesha County and Quad/Graphics (everyone contributes the necessary funds to operate this route). Route 9 is also operated by Milwaukee County Transit and serves the Menomonee Falls/ Butler Industrial Park and operates during morning and afternoon rush hours. Service was eliminated in 2004 on Saturdays and late at night because of low ridership. Route 10 is the extension of a very long route that starts at the Bayshore Mall in Glendale, goes through downtown Milwaukee to the west and at 124<sup>th</sup> Street becomes Waukesha County's responsibility and operates to Brookfield Square. This is one of the best performing routes. Route 79 is the Menomonee Falls Flyer, which operates mornings and afternoons during the week and non-stop from the freeway to downtown Milwaukee. Route 106 is the Falls Industrial Park Shuttle that operates from the Mill Road Transit Center to the Falls. This route does not perform as well as others and is being looked at for more efficiency.

Waukesha Metro Transit routes begin with Route 1, which serves the other half of Bluemound Road from Brookfield Square to Goerkes Corners and is very efficient (runs 7 days a week). Route 218 operates in the New Berlin Industrial Park. This route was changed last year to operate to Brookfield Square, where it connects with both Wisconsin Coach Lines Route 901, Milwaukee County Transit Route 10 and Waukesha Metro Transit Route 1. Previously it operated to 124<sup>th</sup> and Greenfield where it connected to only one branch of a Milwaukee County transit route. With Route 218 (New Berlin Industrial Park), they are noticing that there are more and more signs out for lease. Route 318 is also operated by Waukesha Metro and started in December 2004 after the construction on Pewaukee Road was finished. It operates during peak hours and serves the downtown Waukesha transit center. The route is getting better but it's too early to say. The schedules for Route 901 were completely redesigned with cooperation from Wisconsin Coach Lines. This route goes from downtown Waukesha to UW-Milwaukee with stops in-between. It operates Monday through Friday from early morning until late at night. Routes 904 and 905 are the Oconomowoc Milwaukee Express, which splits at Goerkes Corners depending on the schedule. It is a rush hour commuter-type route and does pretty well. Lastly, Route 906 from Mukwonago to downtown Milwaukee is an

express route and the newest commuter route. A new route, which starts in August, is a CMAQ route. It will go from West Allis at 118<sup>th</sup> and Cleveland Avenue where there are five Milwaukee

County Transit Routes that terminate, go west on National and south on Moorland operating during peak periods. There is a possibility that it will be combined with Route 218.

A.Johnson reviewed the handout entitled "Comparison of 2004 & 2003 Waukesha County Route Statistics and Performance." He stated overall 2004 is generally lower in totals than 2003 because there were service cuts in 2003 (night and weekend service, JARC portions of Routes 9 and 106). When looking at operating costs, they have been reduced due to those service cuts. There were also some cost savings due to the procurement that went on in 2003 and 2004, which lowered the rates on a number of routes. Passenger revenues have decreased in 2004 from 2003 which is mainly due to Wisconsin Coach Lines routes. They are not bringing in the revenue that was anticipated for Route 901, largely due to the guaranteed fare credit that was eliminated. He stated regarding the statistics on route performance for passengers/revenue hour for Wisconsin Coach Line routes, they like to see double digit figures and best if over 20. Route 901 has decreased and they are looking at ways to get those figures up. When looking at Milwaukee County Transit routes, the Quad routes were not performing well -- Route 6 was eliminated and Route 8 is at risk. Routes 106 for the Falls Industrial Park is underperforming, and they are looking at adjusting it. The Curative Paratransit Service Route 901 is generally seeing no changes. The Waukesha Metro Transit Service Route 1 has increased, and Route 218 has decreased a bit probably because of the negative publicity coming from the procurement issue.

B.Johnson said they are seeing more disabled people at corners wanting to get on fixed route service where a lift is required. Paratransit ridership is going through the roof. Esler asked about the doubling of the paratransit miles traveled and whether that is due to the aging population?

B.Johnson said it is a combination of a lot of things – an aging population but also a disabled population that has become more mobile and more acclimated in society (some have full-time jobs). Also, they're seeing a certain number of disabled people who are willing to pay the price of riding on a paratransit service.

A.Johnson went on to review "Summary Financial Information: January-December 2004." He stated that operating revenues are down from budget due to the 900 series commuter routes not providing the level of revenue anticipated. Operating expenses were over budget due to the procurement dispute with Wisconsin Coach Lines during the first quarter of the year. He also reviewed the pie chart on year-to-date operating revenue and assistance. B.Johnson said the 19.4% for Waukesha County is right where it should be.

B.Johnson referred to the letter from Donna Czysz of the Waukesha County Coach Riders Assn., and the situation that exists regarding the woman who is blind. She wants to ride the bus to work and to her child's day care center but the day care center is just outside the city's border. B.Johnson said that Waukesha Metro is completely prohibited from providing service to this person because it is outside of the political jurisdiction. There is a State law stating that unless there is a contract with another agency to provide the service, they cannot go outside of their political jurisdiction.

B.Johnson said the future is a mixed bag. They did receive just last week their operating assistance contracts from the State of Wisconsin for 2005. In the past the State has always funded 60% of

expenses, which is a combination of federal and state dollars. This year the total dropped to 58.85%, and this is the first time he can remember that the State has come up short in funding this program. These funds come from the gas tax and not from the general fund. This will result in a shortfall of \$45,690, and they will be looking at making up the deficit by raising fares across the board and making service adjustments, namely Routes 901 and 106. Another factor for Waukesha Metro is diesel fuel prices are going up and up. Swan said he believes that people should be paying more of their share for the cost of rides.

B.Johnson mentioned that their contract with the county expires at the end of this year. There are several option years on the contract. He would like to know as soon as possible if the contract will be extended. It was the consensus of the committee that they are pleased with Waukesha Metro Transit.

Manke asked about County members on the Waukesha City Transit Commission. B.Johnson said the offer is still open if a County request is made. Manke asked if the committee should make the request. Esler stated that the request should be made by the County Executive, perhaps with a joint signature including the County Board Chairman.

**Motion to adjourn:** Singert moved, second by Swan, to adjourn the meeting at 11:45 a.m. Motion carried 6 – 0.

Respectfully submitted,

Rodell L. Singert  
Secretary

/sm